

REHEARSING
CORONATIONFull Dress Performance Was
Held in London Today

AND RECEPTION TO ENVOYS

John Hays Hammond, the Special American Ambassador, Had Private Talk with King George Last Evening at the King's Request.

London, June 20.—A full dress rehearsal of the coronation ceremony, a reception to the envoys from foreign lands by the king and queen at Buckingham palace, a state banquet to the royal guests and a Shakespearean ball make up today's crowded coronation week program. John Hays Hammond, the special American ambassador, had a private talk with the king last evening at the king's request. A big fleet of warships is here.

The coronation is being signified by a free-handed distribution of honors. In the list, announced last night, the colonial premiers figured prominently. Sir Joseph G. Ward, prime minister of New Zealand, is promoted to a baronetcy. Andrew Fisher, premier of Australia, and Sir Edward Morris, premier of Newfoundland, are made privy councillors.

The bestowal of baronetcy upon Dr. William Osler, regius professor of medicine at Oxford and formerly of medicine at Johns Hopkins university at Baltimore and McGill university at Montreal, is the most interesting item in the honor list to Americans and Canadians.

The Earl of Crewe, who was the liberal leader in the house of lords until his withdrawal recently on account of illness, is made a marquis. Lord Rosebery, Lord Curzon of Kedleston and Lord Brassey are made earls. Rosebery hereafter will be known as the Earl of Midlothian.

The Right Honorable Alexander W. Murray, master of Eli bank, the chief liberal whip in the house of commons, Baron Knollys, the king's secretary, Baron Altondale and the Right Honorable Aretas Akers-Douglas, unionist members of the house of commons for Kent, are made viscounts.

Both of the king's secretaries are recognized, Lord Knollys and Lieutenant Colonel Sir Arthur J. Bigge, the latter being one of the nine barons created.

The others are Lord Mountgarret, Sir Charles B. McLaren, Sir Alexander Acland-Hood, the chief unionist whip; Sir William T. Lewis, the noted mining expert; Sir James L. Mackay, who has given much time to Indian affairs; Archibald C. Corbett, member of parliament for Glasgow, since 1885; Thomas Gair Ashton, M. P. for Bedfordshire, and Godfrey R. Benson.

Altogether twenty new baronets and forty knights are created. The stage has been recognized by the knighting of George Alexander, the actor-manager. Sir R. Isaac, the attorney general; T. McKinnon Wood, parliamentary secretary of the foreign office; Dr. T. J. McNamara, secretary to the admiralty; Sir T. Vezev Strong, lord mayor of London, and Frederick Huth-Jackson, a prominent banker, are among the new privy councillors. The baronets and knights include men conspicuous in commerce and science.

Several hundred decorations have been bestowed. The Grand Duke Adolph Frederick of Mecklenburg-Strelitz, the Duke of Argyll and the Duke of Fife are given the Order of the Garter. Sir Charles Fitzpatrick, chief justice of Canada, has been made knight, Grand Cross of St. Michael and St. George, while Robert Alexander Falconer, president of Toronto university, and Charles C. James, deputy minister of agriculture, Toronto, are made companions of St. Michael and St. George. Last night Sir William G. Nicholson, chief of general staff and Gen. Lord Paul Sanford, Methuen, who commanded the first division of the first army corps in the South African war, were gazetted field marshals.

TRIPPED OVER BANK.

Eugene A. Rowland Drowned at Trenton Falls Gorge, N. Y.

Utica, N. Y., June 20.—Eugene A. Rowland, United States commissioner at Rome, N. Y., was drowned yesterday at Trenton Falls gorge where the eyes of the naturalist, John Burroughs, one of his dearest friends, Mr. Rowland had taken Mr. Burroughs to the gorge to show its beauties.

They were walking along a narrow path about twenty feet above the surface of the stream and 400 feet above the Trenton Falls power house, when Mr. Rowland tripped and plunged down the embankment into the water. Mr. Burroughs ran to the power house for assistance, while Mr. Rowland swam about in the turbulent water. P. S. Dley, n. employee at the power plant, dove into the stream after Mr. Rowland, who had sunk as Daley was running to the scene. In about a minute the unfortunate man was brought out of the water, but efforts to resuscitate him were vain.

With Mr. Burroughs, Mr. Rowland had taken his wife, daughter and two other friends to the gorge for a holiday. He had his camera with him and sought some exposures of the wild scenes for his naturalist friend. It is thought that he had his eyes on some vantage point for snapshots when he stumbled over the edge.

Mr. Rowland was an active alumnus of Colgate university, and an attorney of more than ordinary ability. He was prominent as an orator, was active in Republican politics, though he never held any office except United States commissioner, and had traveled extensively.

SEARCHING THE MAINE.

Right Foot Was Probably That of Some Officer of Vessel.

Havana, June 20.—With the first discovery yesterday morning of some poor human fragments the work of exploring the hull of the Maine for the primary purpose of recovering and giving honorable sepulture to the remains of her crew was at last begun, after many weary months of preliminary work.

While workmen were clearing the spar deck near the after portside turret, they found bones of a right foot enclosed in the ragged remnant of a shoe, and nearby, the bones of a forearm. The hand was missing. "Soon after this they came upon the bones of another forearm. All were blackened, possibly from fire, and deeply encrusted with a coral growth.

None of the remains offered hope of identification, except that the shoe suggested that the wearer probably was either an officer, a mess attendant or a member of the marine guard, the bluejackets in tropical service habitually going barefoot.

A search of the spar deck and the discovery of a paper covered novel "Wormwood" by Marie Corelli, in which the owner's name on the title page was illegible; a pair of binoculars and a number of pencils and rubber bands. It was noticeable that the rubber articles withstood well the action of the water. All metallic objects were reduced to masses of black oxide.

Up to the present it has been impossible to identify that portion of the keel which, according to the report of the original board of survey, was raised many feet above its original position and was strongly indicative of an exterior explosion. But so great is the confusion of the material heaved up that identification of any portion of the structural material is difficult and can probably only be completely determined when the wreck is entirely clear of the water.

VERMONT WOMAN
WAS AMONG THE
INJURED IN WRECKWhen Montreal and Boston Express
Boston & Maine Railroad Expired
the Track Near Plymouth,
New Hampshire.

Plymouth, N. H., June 20.—The air line express between Montreal and Boston, due in the latter city at 8:20 p. m., was derailed on the White mountain division of the B. & M. railroad yesterday afternoon. There were six vestibular cars, and every one left the iron and plowed along the roadbed for a quarter of a mile.

That there were no deaths is considered wonderful. No one was seriously injured. There were about 150 passengers on the train and all were thrown about and received minor scratches and cuts and nervous shock.

At the time of the accident the train, No. 70, was traveling at a rate of about 60 miles an hour. The wreck occurred on a straight line, known as the longest straight stretch in New England, where the road is clear for seven miles.

The train was made up of a combination baggage and express, first-class coach, second-class coach, a diner and a parlor car, Guernsey. With the exception of the mail and dining cars, the train was composed of heavy vestibular Canadian Pacific cars, the construction of which, it is believed, saved the passengers. It was running on schedule time.

The locomotive drawing the train was number 3641, one of the new big machines of the Pacific type, which are being tried out for the summer traffic. The tender left the iron. The mail car was next in the train and its trucks left the rails. The baggage and express car followed and was tipped almost on its side.

The first-class coach was next to the baggage car and was tipped to an abrupt angle, being buried to the floor in the gravel of the roadbed. There were 40 passengers in this car.

The second-class coach, the diner and the parlor car, all left the iron and plowed their way for 200 feet, tearing up the sleepers, their truck frames buried in the roadbed.

The last of the train includes Mrs. Robert L. Hudson of South Boston, nervous shock and injured by being thrown against a table. Edward L. Spinks of Water street, Providence, abrasions on forehead, nose and right leg. Mrs. F. V. Jacques of St. Johnsbury, Vt., sprained ankle and abrasions on arm. Harry E. Goss of Woodville, scalp wound. Goss was a B. & M. brakeman going to Concord to take his run and was thrown through a window. With his head hanging, he proceeded to Concord two hours after the wreck.

The train was manned by engineer Jack Lawlor of Woodville, fireman F. E. Burns of Woodville and conductor William L. Wade of Laconia. G. R. Hutchins of Lyndonville was baggage master, W. K. Maxon of Berlin and A. O. Thompson of Concord, brakemen. G. R. Hutchins of Lyndonville, Vt., was the express agent and W. M. Merrill and Charles L. Durgin of Lancaster, N. H., postal clerks. Not one of these received a scratch.

The most remarkable escape from injury was that of the baggage master and express agent. Each realized the moment the car left the iron and they seized the long parallel iron rods extending the entire length of the car. As the car kept upon its passage over the broke-cries and tipped over upon the roadbed overhanging a 10-foot embankment, they clung to their positions and fortunately cleared the large trunks and express cases as they were thrown about.

SHOOTER FAST RECOVERING.

And His Victim is Showing More Favorable Symptoms.

Burlington, June 20.—Reports from the Mary Fletcher hospital last evening gave more encouragement for the recovery of Officer Christopher Miles. Although he is not out of danger, he passed a comfortable night and rested considerably yesterday. Ploof, who tried to kill him, does not seem to suffer much from the two bullet wounds which he inflicted on himself, and yesterday was able to be on his feet for a few minutes and in the afternoon called for his clothes, but his request was not granted.

CAPTURING
EVERYTHING

In Yacht Races at Keil, Americans Far Ahead

TOOK SECOND EVENT TODAY

American Yachts Were Bunched Far Ahead of the Germans, Yesterday, They Made Clean Sweep of the First Races.

Kiel, Germany, June 20.—The second event in the international yacht races for the sonder class boats was won today by American racers in one, two, three order. The Cima came in first, the Biblot second, and the Beaver third. The American yachts bunched far ahead of the Germans.

The American yachts have made a clean sweep in the first of the races yesterday, the Beaver, Cima and the Biblot, all American, finishing in the order named. The times were:

Beaver, 2 hours, 40 minutes, 15 seconds.
Cima, 2 hours, 40 minutes, 18 seconds.
Biblot, 2 hours, 40 minutes, 30 seconds.

Tilly XIV, 2 hours, 52 minutes, 58 seconds.
Seehund III, 2 hours, 56 minutes, 10 seconds.
Wannsee, 2 hours, 56 minutes, 31 seconds.

The wind was brisk at the start, but later moderated, and a smooth sea favored the Americans.

After the first leg, the race became a double contest, the Americans fighting nip and tuck for first honors and the German racers seeing-sawing by themselves in a second group. The race was over a triangular course, twice around, with the first leg a thrash to windward, the second reach, followed by a spinnaker run.

AUTO RAN OFF BRIDGE,
CABOT WOMAN MAY DIEMrs. Walter Ford Was Learning to Run
New Car, Which Jumped From
Bridge, Falling 25 Feet.

Cabot, June 20.—While learning to operate an automobile, which her husband had just purchased, Mrs. Walter Ford was seriously injured yesterday afternoon and it is thought doubtful if she recovers. Mr. Ford was also badly injured.

Mrs. Ford was operating the car and as they approached the village, she lost control of it in some way and it went off the end of the bridge and Mr. and Mrs. Ford were thrown to the bottom of a 25-foot embankment. The car fell upon them, pinning them down until their cries for help were heard and rescuers arrived. They were taken to a nearby house and physicians were summoned, who feared Mrs. Ford's injuries would prove fatal.

CARS JUMPED TRACK.

Near Wreck on Boston & Maine Near
Bellows Falls.

Bellows Falls, June 20.—The New York express on the Boston & Maine had a very narrow escape from a serious accident just below the yard here yesterday.

The train was a heavy one and running 40 miles an hour when the parlor car Godwin jumped the track, taking with another passenger car. They bumped along, tearing up the track for nearly 3/4 of a mile, stopping on the bring of a high embankment.

The passengers were considerably shaken up, but all escaped without serious injury.

CHALLENGES GODDARD.

Rutland High School Seeks Preparatory
School Championship.

Rutland, June 20.—Claiming the championship of the state among preparatory schools the Rutland high school has sent a challenge to Goddard seminary at Batte for a game to wind up the season. The Rutland school defeated Bellows Falls high school at Bellows Falls Saturday by score of 3 to 0. Their record for the season is an enviable one, 11 games having been won and one lost. All contests have been under the Vermont School Masters' rules. The only high school has defeated Rutland high is Troy Conference academy.

PLACED ON PROBATION.

Wilbur Ring Had Plead Guilty to the
Charge of Selling.

Burlington, June 20.—Wilbur Ring, an aged resident of Jericho, came into city court yesterday and pleaded guilty to an information filed against him on a charge of selling liquor illegally. He was sentenced to spend one year in the county jail and to pay the costs of the prosecution, but on motion of State's Attorney H. B. Shaw, sentence was suspended and he was placed in the hands of the probation officer upon the payment of the costs.

YOUNG GIRL DROWNED.

She Was Standing on Bridge at
Rochester, N. H., and Topped Over.

Rochester, N. H., June 20.—While standing on the railing of a bridge on North Main street, over the Cochoeco river, Ethel Stark, a 6½-year-old child, and the daughter of Mr. and Mrs. Abram Stark of this city, fell into the river at about 8 p. m. yesterday and was drowned.

The child had been standing there for some time, and appeared to suddenly wave her hands about for some unknown reason. She lost her balance, fell about fifteen feet to the level of the river.

THIRTEEN-YEAR-OLD BOY
SWIMMER LOST HIS LIFESon of James Hassett of Bellows Falls
Drowned and His Body Was Re-
covered in Half an Hour.

Bellows Falls, June 20.—The 13-year-old son of James Hassett of this place was drowned yesterday afternoon at Brockway's Mills, a place seven miles distant. Young Hassett with three companions went in swimming in Williams river but stayed in longer than his companions, who, while getting the horse at a nearby farm heard a scream. When they reached the place the boy was out of sight and did not rise again. Help was speedily summoned and the body was recovered after a half hour. Two doctors applied all known methods of resuscitation without avail. The boy was the oldest son and the father is in a hospital as a tuberculosis patient.

PAPER MANUFACTURER DEAD.

Charles E. Welling of Bennington Was
In His 88th Year.

Bennington, June 20.—Charles E. Welling, president of the Stark Paper company, manufacturers of wall paper, died at his home in North Bennington yesterday in the 88th year of his age. He was a native of the town of Hoosick, but moved with his parents to North Bennington when but a year old and had since resided in that village. He began the manufacture of wall paper in 1855 under the firm name of Welling & Thacher, the business later being incorporated under the name of the Stark Paper company. The company operates two plants, one at North Bennington, and one near the New York state line on the Wallumasee river. The survivors are a wife, who was Sarah D. Thomas of Brattleboro, two sons, Edward D. and George B., both associated in the business and a daughter, Hattie S., all residing in North Bennington.

ONE BURIED ALIVE;
FIVE MORE ESCAPE
IN MINE CAVE-IN.Big Cave-in at Mine in Brandon Yesterday Afternoon. There Were
Several More Narrow Es-
capes.

Brandon, June 20.—One man was buried alive and five others narrowly escaped a similar fate yesterday afternoon at four o'clock when a big cave-in occurred at the mine owned by the Horn-Crockett Kaolin company, about two miles east of this place. Fred Whittemore of Forestdale is the missing man and it is thought that he is at the bottom of the pit buried in more than 15 feet of mud and water. There is no other exit except by the main shaft and this is completely closed. Although the pumps were set to work at once after the accident happened they were not able to keep out the inflow of water and clay.

The product of the mine is baked and ground up, then used in paper making. The shaft is about 100 feet into the ground, about six feet square and boarded on all sides. After reaching the bottom the men were forced to go under the ground in a drift about 150 feet further and it was while the men were at the end of this drift that the cave-in came.

The first intimation of anything wrong was a sudden whirl and crash with the inflow of mud and water as the sides of the shaft gave way. The men all rushed for the ladder which was the only means of exit and Whittemore being the last to get started towards the surface he was caught and buried alive. The man ahead of Whittemore on the ladder, William Smith, was rescued by his fellow workers, being slightly injured about the head. He barely escaped being buried alive, his comrades being forced to pull him out of the mud. After the men had gained the surface and missed Whittemore, an investigation showed fully 15 feet of mud and water in the main shaft. Whittemore was about 35 years old and is survived by a wife and two children of Forestdale.

BUSY COURT SESSION.

Held by Judge Post in St. Albans City
Court Yesterday.

St. Albans, June 20.—It was a field day in city court yesterday, the large crop of drunks gathered in Saturday and Sunday taking the time of Judge Post nearly all day. Mrs. Amanda Peters Menor, who headed this bunch of spring brides, was convicted of a second offense of intoxication and was sent up for 30 days. "Blad" Murphy, Charles Skinner, Leonard Menor and Harry Slammom were all convicted of first offenses and fined \$5 and costs or 10 days. H. G. Pierson and "Rabe" Brace, who got into a fistie mix-up, were convicted of breach of the peace, the former being fined \$5 and costs and the latter \$1 and costs. Edward LaRock, charged with first offense of intoxication, will have his hearing to-day. Joseph Goro, charged with a second offense of intoxication, will be tried by the jury to-morrow. Arthur Sweney, arrested on a charge of assault, will be tried Thursday. In the case of Frank Gonyeau, charged with selling and furnishing intoxicating liquor, the respondent waived examination and furnished \$300 bonds for appearance at the September term of Franklin county court. In the case of El Blonid, arrested on a similar charge, the testimony of some witnesses was taken and the case adjourned till next Monday, some important witnesses having suddenly and mysteriously disappeared.

A special meeting of the O. E. S. will be held to-morrow night at 7:30 for work.

WONDERFUL
AIR VOYAGEAtwood Today Completed Flight
to Pittsfield, N. H.

STARTING FROM WALTHAM

He Then Hurried Back to Participate in
Experiments There This Afternoon
—He Had An Easy Flight
Most of the Time.

Concord, N. H., June 20.—An air journey over New Hampshire was made today by aviator Harry N. Atwood, carrying Boston newspaper men on the various stages of the voyage, as he did yesterday on the trip from the aviation grounds at Waltham, Mass., to this city. After their flight, the birdmen reported that they could see the people below, leaving their work and running into the fields.

Aviator Atwood resumed his journey, which was halted late yesterday, at an early hour this morning. He carried Al Fowler on a quick run to Tilton. After a rest there, Atwood shot up and headed toward Lake Winnepesaukee, passed down the lake after a rough trip and landed at Pittsfield. At that point he left his machine and hurried back to Boston to perform this afternoon. To-morrow afternoon, if the weather is favorable, Atwood, with passengers, will fly back to Boston from Pittsfield.

The aviator landed in Concord last evening at 7:44, coming down in beautiful style on the state muster field. Shortly before that time a faint speck appeared in the southeast, and six minutes later Atwood was circling the dome of the state capitol as 5,000 people cheered the daring birdman from the front of the capitol, while fully 1,000 had walked to the state militia field two miles away to watch the descent.

The machine was 1,000 feet high when over the capitol and after making the turn above it he, descending by a Johnson spiral to within 50 feet of the business block on Main street, made a second sweep in a circle above the dome of the capitol while the people cheered and automobile horns saluted.

After this Atwood went leisurely to the east toward the muster field where he circled about five times and came to earth in a graceful glide that brought him a great ovation.

As soon as he alighted, he decided that it was too dark to attempt a continuous flight of his day's flight and so telephoned to Tilton, which he had hoped to reach and pass.

In describing his trip, Atwood said: "In Manchester I was delayed for this reason more than any other. In making the flight from that city I reached the highest altitude when passing over Hooksett, which was 3,500 feet. My average speed for the day was 45 miles an hour, although at times it exceeded 60 miles.

At Lowell we struck a nasty wind, and came very near a wreck, as it was with difficulty that I controlled the machine. From Manchester to Concord, although the wind was blowing 20 miles an hour, we had a fine ride.

"I just laid back, hung my feet over the side and some of the time did not even have my hand on the guiding lever. The special feature lies in the fact that I have passed over the heart of five cities, Boston, Lowell, Nashua, Manchester and Concord.

"This has never been done before. The danger of such trips lies in the fact that if anything goes wrong there is absolutely no open space to descend to."

ST. MICHAEL'S GRADUATION

Exercises at the Winooski Institution
Held Yesterday.

Burlington, June 20.—The exercises in connection with the closing of the scholastic year at St. Michael's college began yesterday morning, when Rev. Father Triguero said mass, at which all the students received Holy Communion. At nine o'clock the Very Rev. Father Salmon celebrated solemn high mass, assisted by Father Cochet and Father Herrouet as deacon and subdeacon, respectively. Father Salmon gave a short instruction, in which he imparted some timely advice as to the manner of spending the summer vacation. At 10:15, the students again assembled in the chapel, where the results of the annual examinations were announced. This was followed by solemn benediction, given by Father Salmon. The students then adjourned to the dining hall, where ample justice was done to a sumptuous repast, to which the day scholars were also invited.

The closing exercises took place at 2:30 o'clock in the recreation hall, which was beautifully decorated for the occasion. The Very Rev. J. P. Gillis presided in the unavoidable absence of the bishop.

BURIAL AT NORTHFIELD.

Of Thomas J. Matson, Former Hotel
Man in Concord, N. H.

Concord, N. H., June 20.—The funeral of Thomas J. Matson was held on Saturday under Masonic auspices at Northfield, Vt. The bearers were brothers, A. Henry and David Matson of Bethel, Vt., Robert C. of New Kensington, P. Q., and Albert C. of Boston.

Mr. Matson who was for years one of the proprietors of the Commercial house in this city, died at Bethel on Wednesday night of last week. He was a man of companionable qualities, of marked generosity and had made a great number of friends in this city. It is notable that he speedily gained and retained the friendship of those with whom he was associated and his death has brought grief to many beyond the immediate family circle.

He was born in Cranborn, Quebec, on August 3, 1872. Besides the brothers mentioned, he is survived by Samuel J. Matson of this city, William of Melrose, Minn., and by a sister, Mrs. Jennie Boneyman of Monrovia, Cal., formerly of Concord. His wife died several years ago.

20 WERE HURT
WHEN TRAINS
SIDESWIPED.

GREEN MOUNTAIN INSTITUTE.

Plans Made for Fifth Annual Session
in Fairfax, July 24-30.

The Green Mountain Bible and Missionary institute will hold its fifth annual session at Fairfax from July 24 to 30. To those who have before attended these meetings no explanation is needed and so delighted have they been that they have passed the word along to others until the announcement of the meeting gives promise of the good things to come.

Able speakers along various religious lines of work will be present and there are different departments: The foreign mission study class, conducted by Rev. William J. Clark; the home mission study class, conducted by Miss Elizabeth P. Van Patten; the department of men and religion, with Rev. Charles H. Spaulding, D. D., of Boston as the leader; the department of women and missions, under Miss Ada A. Brigham; the Sunday school institute, Rev. Edward G. French; studies in practical Christianity, a series of conferences, conducted by Miss Edith M. Balch. Each day is to begin with Bible study and vesper sunset services, with evening platform services conducted by able speakers of all denominations.

Every afternoon is to be devoted to recreation and sports and the village of Fairfax is prepared to entertain the visitors royally. The regular mileage rates are the cheapest means of reaching the station of Georgia, from where transportation will be provided by stage or other conveyance over the four miles from Georgia to Fairfax. The expenses of the week are: Registration fee, \$2; table board from Monday supper to Monday breakfast, \$3; rooms, \$1 single and \$1.50 double for the week. Those planning to attend must notify James M. Hotchkiss, Fairfax, at once and enclose registration fee.

MAN BOUND OVER
IN LIQUOR CASE;
ANOTHER FREEDFollowing Hearing, at Which a Dozen
Witnesses Were Heard in Barre
City Court This Morning.

A hearing in the case of John Democh, charged with keeping, was held in city court this morning and at the close the respondent was bound over to county court under bail of \$550. After the evidence was presented by a dozen witnesses put on the stand by the state, the court stated that it was evident that the house had become a place of public resort. With this circumstance and the fact that one of the witnesses, an habitual drunkard, testified that he had been at the house and drank beer that was given him, which is a violation of the law, he would hold the respondent for the higher court. State's Attorney J. Ward Carver prosecuted the case and William Wishart defended.

The case against Valentine Ule, charged with keeping, was not pressed this morning by the state's attorney, who stated that he had been unable to obtain sufficient evidence to warrant going ahead with a hearing. A half barrel of beer was seized at Ule's house and this was ordered returned. At Democh's the officers found a few bottles of beer and this was condemned by the court and ordered destroyed. The defense took an appeal to county court in this case.

BUYS BASEBALL PARK.

Italian A. C. to Have a Home of Its
Own on Berlin Street.

The Italian Athletic club has purchased of Angelo Scampini the ball grounds off Berlin street, known as the Rangers' field, and took possession last night. The club, which has supported a ball team for several years, purchases the grounds for the purpose of having control of the field and playing its games there. The Barre Athletic club team which has been playing its games there this season, will play its last game there Saturday. It is understood that the I. A. C. will fit up the grounds in excellent shape and endeavor to have good ball games there all summer.

Manager Colombo of the I. A. C. to-day issues a challenge to the Barre Athletic club to play a series of five games for the championship of the city or state, the winning team to take all the receipts of 75 per cent. The manager states that this challenge is final and if not accepted immediately by the Barre team he will not challenge again. Both clubs have strong teams this year and if they get together Manager Colombo says that the fans can be assured of some good sport.

DARTMOUTH TEAM COMING.

Varsity to Play Italian A. C. on God-
dard Campus To-morrow.

The Dartmouth varsity baseball team will come to Barre to-morrow to play against the Italian A. C., the game being held on the Goddard campus and starting at 4:15. This is the fans' only chance to see the Dartmouth varsity with either Ekstrom, Morey or Olsen in the box and Steen behind the bat. The Italian A. C. is playing good ball and with its new battery will without doubt make the game interesting for the college bunch. Remember the place, Goddard campus; the date, 4:15 p. m., to-morrow and the price, 25 cents.

Collision at Randolph This Morn-
ing When North Bound Ex-
press Struck Freight Engine
Which Projected From a Side-
track.

Randolph, June 20.—Twenty passengers were scalded by steam, thirteen of them so badly that they had to be taken to the local sanatorium, when the north bound night express on the Central Vermont railroad side-swiped a freight train, also north bound, which projected from a sidetrack on the main line. The track was blocked for hours to-day.

Among those most seriously burned were the following:

MRS. MARY MCGEE, Lowell, Mass., was the most seriously injured, although dozen more were taken to the Hospital for Treatment.

It is thought that none of the injured will die, although it was stated that of the thirteen who were taken to the sanatorium, Mrs. McGee was in bad shape. Most of the injured were persons in transit from points in Massachusetts to Canada, many being mill workers going to their homes in Canada for a visit.

Engineer Harry Palmer of the freight train pulled into Randolph and took the siding in order to let the north bound express pass, and in so doing, he allowed his train to extend slightly on the main line. Seeing the position of his train, he made efforts to back onto the siding, but was unable to do so before the express pulled alongside. The two engines rubbed their sides together, the freight locomotive being badly damaged, but neither being thrown from the rails. The momentum of the express train carried the engine and three cars past the freight locomotive, and when the express was brought to a stop, the smoking car of the latter was resting against the broken freight locomotive.

The occupants of the smoking car were sleeping at the time of the collision and they were thrown into consternation by the noise of the scraping, their fear being heightened when steam from the disabled freight locomotive began pouring into their car. Then there was a wild rush for the exits, with something like a panic ensuing. It was some minutes before all the passengers got out of the steam-filled car; and when the accounting was taken, it was found that twenty of them were suffering from burns. It was then decided to take thirteen to the hospital for treatment.

It is somewhat remarkable that neither the locomotives nor any of the cars were derailed. The trucks of one of the engines did go off the iron, but not enough to throw the engine off. The accident happened at a point near the local Central Vermont station.

The express train, which left Boston at 7:30 last night, was 55 minutes late and was running at high speed to make up time. Railroad officials are authority for the statement that the freight engineer, after pulling onto the siding, loosened the brakes when he saw the express approaching and that his train being on a slight down grade, gently slid onto the main line without Palmer's knowing it. His frantic efforts to get back failing, the engines ploughed together, the steam chests and air tanks being ripped off, and the air tank of the express ploughed the entire length of the mail car, which was crushed against the smoking car.

Immediately everything in the neighborhood of the two locomotives was smothered in clouds of escaping steam or flooded under sealding water. When the occupants of the smoking car endeavored to get out the door could not be opened, adding to their terror. The express train consisted of a mail car, the smoking car, baggage car, five coaches and two sleeping cars. With the exception of one of the mail clerks, all the injured were riding in the smoking car.